

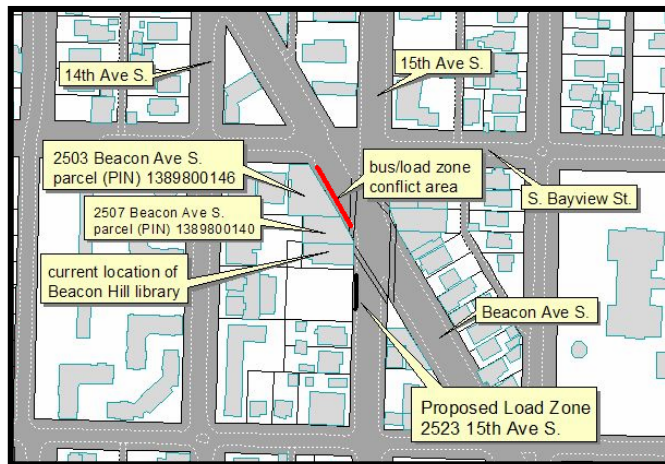
## ITEM #2 ON-STREET: INVESTIGATE & ADJUST CURRENT BUS ZONE PLACEMENT

### 2500 BEACON AVE S: SUMMARY OF BUS ZONE/LOAD ACTIVITY CONFLICT

“A number of blocks have bus zones that seem either unnecessarily long or inadequately short. Additionally there is a conflict between a bus zone and a load activity area on the 2500 block that poses a hazard for both uses.” – *Beacon Hill Parking Matrix Summary*

#### BACKGROUND

The *Making the Parking System Work* program engaged the northern Beacon Hill community in July 2003. The following issue was identified as a high priority concern by the local community. The community expressed concern over the conflicting needs for curbside use between a bus zone and commercial delivery activities on the west side of the 2500 block of Beacon Avenue S. Currently there are no nearby load zones within a reasonable distance of this block. Delivery trucks of all sizes park in the bus zone on this blockface to load and unload and this interferes with the ability of buses to use the bus zone to safely load and unload passengers. In addition, deliveries from large trucks (18-wheelers) are unloaded using a forklift that travels over the sidewalk, creating a hazard for pedestrians and especially for southbound vehicles turning right onto 15<sup>th</sup> Avenue south. These concerns were described by different citizens both on the initial walk-around tour with Seattle Department of Transportation (SDOT) staff on July 29, 2003, and at the Beacon Hill Community Council meeting SDOT staff attended on October 14, 2003. Community members state this situation has been ongoing for "years," and that they have tried to bring this to City's attention in the past without discernable result.



#### EXISTING CONDITIONS

The area of concern is on west side of the 2500 block of Beacon Avenue S between S Bayview Avenue and 15<sup>th</sup> Avenue S. The curb on this blockface has been recently rebuilt (Spring 2002) with a long curb bulb, landscaping and a newly inlaid crosswalk on the south end at the 15<sup>th</sup> Avenue S intersection. SDOT staff speculate that the new curb bulb may contribute to the problem because its extension into the parking lane reduces the useable curb space for parking or loading activities. The City's Construction Manager for the street improvements in this area during 2001-2002 observed that at that time the lot at 2523 15th Ave S (just south of the Library) was a dirt parking lot, and that delivery trucks would also use this lot. The development of this lot into a 3-story mixed-use building in 2003 has also reduced the opportunities for parking for unloading.

Currently there are four small businesses on (the west side of) the 2500 block of Beacon Ave S and a branch library facing 15<sup>th</sup> Ave S:

Hui Intertrading, Inc.	2503 Beacon Ave S
Fiesta Mex video/convenience store	2505 Beacon Ave S
Salon de Mexico hair salon	2507 (B) Beacon Ave S
The Label Company	2507 (A) Beacon Ave S
Beacon Hill Library Branch	2519 15th Ave S

With the exception of the hair salon, all of these businesses have some amount of deliveries by trucks that have no available load zone(s) nearby to use while loading and unloading. The business at 2507 (A) has a clearly

visible load door (overhead garage door) that exits directly into the crosswalk at 15<sup>th</sup> Ave S, and a curb ramp exists from the street to the sidewalk there. The King County Assessor's website indicates this building is zoned for retail with warehouse uses. However, the City's Department of Planning and Development (DPD) records show only that "retail, office, and shop" uses have been established\*.

### ACTIONS TAKEN TO DATE

In **early 2004** SDOT contacted the businesses and learned their delivery needs and activities. SDOT also contacted Metro to investigate whether it was possible to relocate the bus zone to the 2400 block. Metro determined that relocating the bus zone to that block is unacceptable for safety and service reasons.

On **March 8, 2004**, Randy Wiger (SDOT, Making the Parking System Work) and Dennis Storm (SDOT, Commercial Vehicle Enforcement) met with the business operator of Hui Intertrading (Wen Hui) and building owner (James Yoo). The participants agreed to the following:

1. SDOT will attempt to locate a truck-only load zone in front of the mixed-use building at 2523 15th Ave S. Typically load zones are located in front of the business(es) they serve, but exceptions have been made.
2. SDOT will provide information on area flagging classes to Mr. Hui, and encourage him and perhaps two of his employees to attend and obtain the flagging certificate (the idea of two employees attending being that at least one would always be available if the other was off-work or out sick). SDOT will also provide copies of relevant City and State ordinances.
3. Mr. Hui will continue to always have two employees when using a forklift: one driving the forklift and one acting as a "spotter" going ahead of the forklift to flag and alert pedestrians and drivers. Mr. Hui will purchase appropriate safety equipment for the flagger/spotter including a bright orange-style safety vest, and a traffic paddle that says "slow" on one side and "stop" on the other.
4. Mr. Hui will contact his vendors and ask them to 1) use a smaller truck for deliveries to his business, and 2) make deliveries earlier in the morning (when there is less traffic and any load zone may be more likely to be available).
5. Mr. Hui will direct his forklift operators to use the curb ramp on the south side of the Library parcel (2519 15th Ave S) to move from the street to the sidewalk instead of using the ramp in front of the Label Company. By using the ramp at 2519 15th Ave S, the forklift will not be traveling on the street in the intersection of Beacon Ave S and 15<sup>th</sup> Ave S. Once on the sidewalk the forklift will travel no further north than the garage door at 2507 Beacon Avenue S and will set down its load in the load area inside the garage door and use hand trucks to move product from the load area at 2507 (A) Beacon Avenue S to the entrance at 2503 Beacon Avenue S. The forklift will not be used on the sidewalk area adjacent to the bus zone.
6. Mr. Hui will not locate his van that makes deliveries to his clients on the sidewalk/ramp area in front of the Label Company (2507 Beacon Ave S) but instead will locate it either on-street such as in front of 2523 15th Ave S, or inside the loading area of the Label Company, when he is loading it, and employees will use handcarts, not the forklift, to load his delivery van.
7. SDOT Commercial Vehicle Enforcement can provide emphasis enforcement after the load zone in front of 2523 15th Ave S is successfully installed.

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\* Referenced from Certificate of Land Use and Local Assessments issued to applicant James Yoo on June 15, 1998.

On **April 19, 2004**, SDOT staff arranged a follow up meeting with the business operator of Hui Intertrading (Wen Hui) and building owner (James Yoo). Attending this meeting were Randy Wiger (SDOT, Making the Parking System Work), Dennis Storm (SDOT, Commercial Vehicle Enforcement), Gerry Miyazaki and Kevin Hou (DPD Zoning Inspectors), South Precinct Liaison Tuere Sala (City Attorney's Office), and Community Police Team Officer Michael Alphin (Seattle Police Department). City staff confirmed that the business owner and property owner had successfully received the information on flagging classes and relevant ordinances which SDOT had mailed to them. The business owner and property owner also agreed that the list of agreements were accurate.

At this meeting City staff indicated the need for immediate compliance with the agreements and indicated that heightened monitoring and enforcement efforts by SDOT and the Seattle Police Department would begin. Mr. Hui and Mr. Yoo indicated they would register designated employees to attend the next available flagging certification class (in May) and would purchase the required flagging equipment (vest and paddle) in the next few days. SDOT staff stressed that a flagger must always be used when the forklift was operated on the sidewalk or street and that flaggers must be certified. SDOT staff accompanied Mr. Hui outside to clearly demonstrate the route they require the forklift to travel when used. DPD Inspectors indicated they will be issuing a code violation with a compliance date of June 8, 2004, because the current business uses of the building need to be established. Additionally, City staff indicated that they were available to Mr. Hui and Mr. Yoo to assist them with understanding how to come into compliance and provided business cards with their contact information.

As of **May 4, 2004**, SDOT staff have determined that that a load zone can be successfully installed in front of 2523 15th Ave S and are assigning it to SDOT work crews. Once installed, SDOT will provide materials to the businesses on this block that will aid their employees, vendors, and customers in understanding the availability and general use of the load zone, and educate them as to relevant ordinances and penalties for illegally using the bus zone for parking or loading activities. SDOT will arrange a follow up meeting with Mr. Hui and Mr. Yoo in the next few months to assess compliance with the agreements, and will continue to provide assistance as needed or appropriate.

As of **September 2004** Hui Intertrading has relocated across the street to 2510 Beacon Avenue S. This new location has a loading dock in back located off of an alley, and SDOT does not anticipate any further reason for this company's forklift to be driven on the sidewalk on Beacon Avenue S.

For more information on the the Making the Parking System Work program, contact Randy Wiger at (206) 684-8186 or [Randy.Wiger@Seattle.gov](mailto:Randy.Wiger@Seattle.gov), or visit the program website at <http://www.cityofseattle.net/transportation/neighborhoodparking.htm>.